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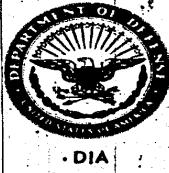
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May 1965

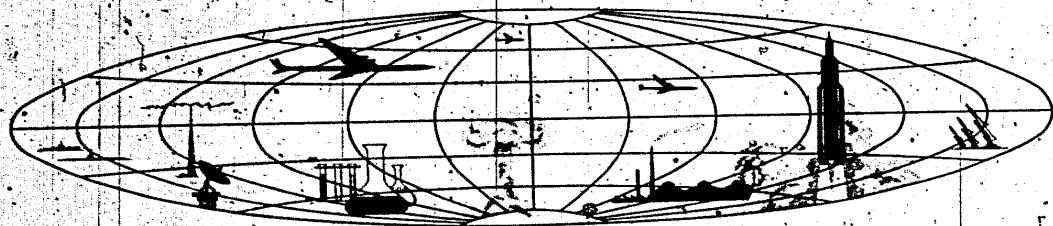
PHOTOGRAPHIC INTERPRETATION REPORT

# CHIU HSIN SHIPYARD SHANG-HAI, CHINA

DECLASS REVIEW by NIMA/DOD



NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER



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GROUP I  
Excluded from automatic  
downgrading and declassification

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**CHIU HSIN SHIPYARD, SHANG-HAI, CHINA**

**INTRODUCTION**

This report is one of a series describing Chinese Communist shipyards and ports as observed on aerial photography.

The Chiu Hsin Shipyard (Figure 1) is located in Shang-hai, China, on the Huangpu River (Figure 1) at 31°12'N 121°29'E. An alternate name for this installation is the Shang-hai Shipyard Kiousin Shipbuilding Works [REDACTED]

25X1A

25X1A

Facilities in the shipyard (Figure 2) consist of a graving dock, 3 building ways, 2 offshore wharves, a pontoon wharf, a quayed area, 3 engineering/administration buildings, 2 large fabrication buildings, a possible mold loft and numerous support-type buildings. Hand-

ling facilities consist of a portal jib crane and at least 3 mobile cranes. The entire shipyard is secured by walls which connect buildings and access can be gained through only 2 entrances. The shipyard is not rail served. Vessels observed are listed in Table 1.

**DESCRIPTION**

Small vessels are constructed in the area between the building ways and the graving dock. [REDACTED] a third building way was observed in this area for the probable handling of overall launchings of smaller vessels constructed in this area.

25X1D

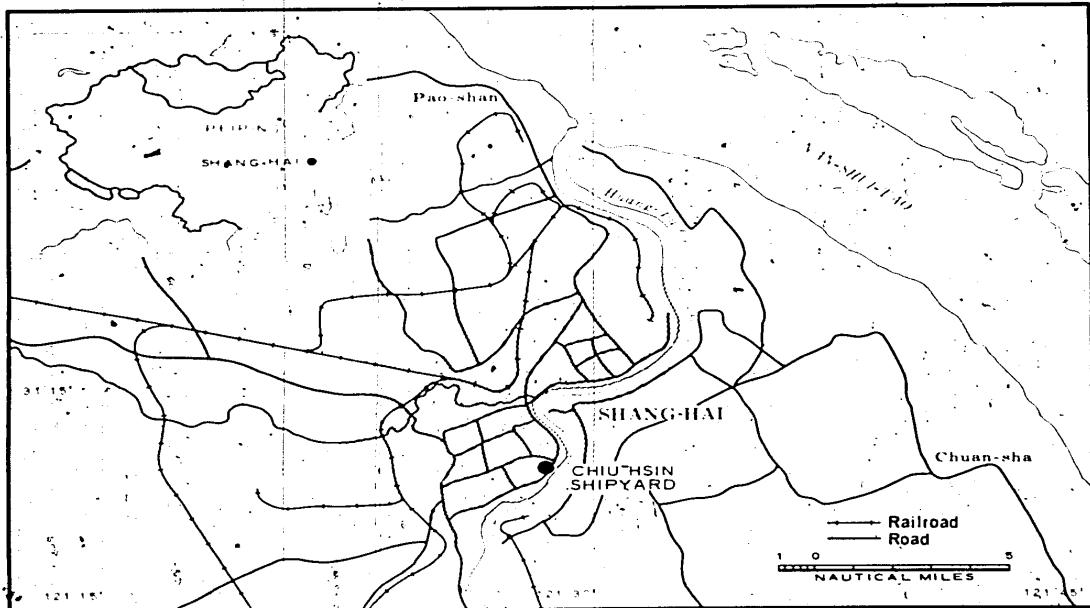


FIGURE 1. LOCATION OF CHIU HSIN SHIPYARD, SHANG-HAI, CHINA.

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25X1D Significant changes observed between [REDACTED]  
 25X1D [REDACTED] were the razing of 2 buildings,

the construction of 1 large fabrication building and 4 smaller buildings, the filling-in of a graving dock area, the construction of 400 feet of new offshore wharfage and a new pontoon wharf.

The area of the removed graving dock is walled and used for open storage. Vertical members for the walls of a new building and an un-

25X1D explained excavation are visible on the [REDACTED]  
 25X1D [REDACTED] photography.

## 25X1D

A probable pile driver in operation was observed on the [REDACTED] photography. Seven piles were driven into the river bottom as part of the construction of the 400-foot offshore wharf.

Numerous prefabricated sections of bows, sterns and plating are in open storage in 3 sections of the yard. Six 60- by 45-foot portable weather sheds are utilized for coverage of open storage.

Table 1. Vessels (continued) Refer to Figure 2

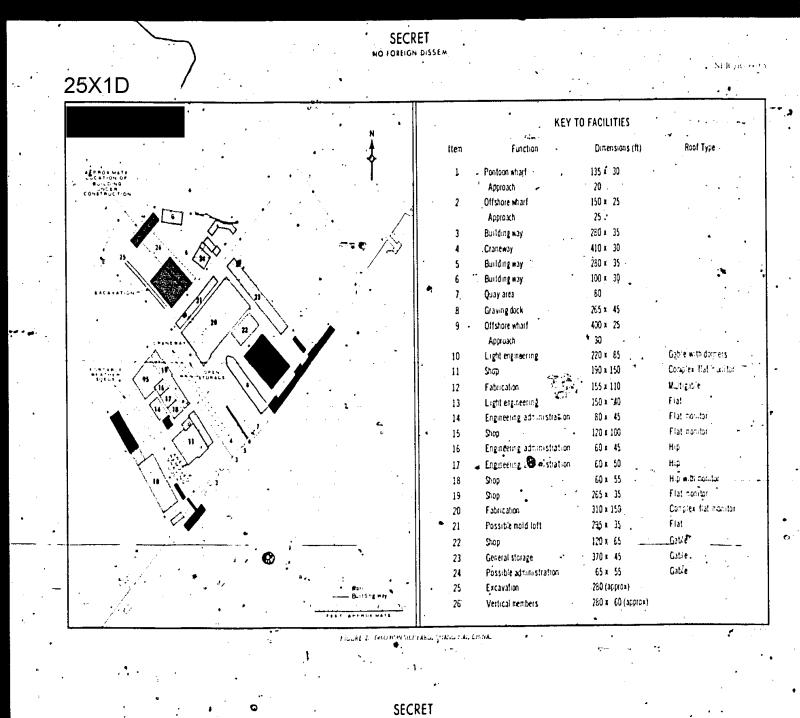
25X1D

25X1D [REDACTED]				25X1D [REDACTED]			
Location	Identification	Size (ft) Configuration Hatches	Status	Identification	Size (ft) Configuration Hatches	Status	
25X1D 1	(New in [REDACTED])			1 u/s vessel	110 x 25		
25X1D 2	1 prob MSC (O)	[REDACTED]		1 poss pontoon	60 x 20		
	2 prob Kronstadt-class PC	170 x 20		1 u/s vessel	85 x 20		
	1 u/s hull	140 x 30		1 u/s vessel	60 x 15		
	1 u/s hull	95 x 20		2 poss YP	100 x 25	Possible fitting out	
	1 barge	90 x 25	U.C.				
	1 u/s vessel	90 x 25	U.C.				
	Prefab sections on ground			2 poss YP	[REDACTED]	U.C.	
	1 u/s surface vessel	90 x 15	U.C.	Prefab sections on ground			
	2 barges	95 x 25	U.C.	2 poss YP	110 x 25	U.C.	
	3 u/s vessels	90 x 65	U.C.	1 u/s hull	55 x 70 (LOA)	U.C.	
25X1D 7	6 prob YP	[REDACTED]	Repair fitting out	1 u/s hull	55 x 70 (LOA)	U.C.	
	2 barges	90 x 25	Repair fitting out				
	4 u/s surface craft	45.80 (LOA)	Repair fitting out				
	1 u/s vessel	150 x 25	Repair fitting out	1 poss Kronstadt-class PC	[REDACTED]	U.C.	
				1 u/s hull	60 x 15	U.C.	
				2 poss YP	115 x 25	Possible fitting out	
				6 poss YP	100 x 25	Possible fitting out	

25X1D

25X1D

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REFERENCES

PHOTOGRAPHY

25X1D [REDACTED]

25X1C [REDACTED]

MAPS OR CHARTS

DIA, US Air Target Chart, Series 200, Sheet 0492-GHL, 2d ed, Aug 64 (SECRET)

DOCUMENTS

25X1C [REDACTED]

REQUIREMENT

NSA, P0432-R64-64 (C)

NPIC PROJECT

12037-64 (part)(d) answer

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